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DPD 2268-62
2 April 1982

MEMORANDUM FOR: Acting Chief, DPD-DD/P

SUBJECT : Movement of Processed Take

1. At a recent meeting establishing responsibilities in the handling of Project take, this office advised that it was experiencing considerable difficulty in fulfilling its responsibility in the movement of take from the processing plant. This problem is based primarily on the lack of available pilots to meet airlift requirements under the present accelerated production and priority schedules. There doesn't appear to be any relief to this situation if future schedules (per attached message) become a reality due to increased activities of the Special Projects Branch.

2. Pilots, project and non-project, participating in cargo movements are staff personnel and in most instances are not immediately available because of primary job requirements. This is further accentuated by the fact that the number of non-project pilots previously available have been materially reduced due to the Air Force austerity program in cutting back the rated personnel strength. As a result, this office expends three to four hours a day, with luck, canvassing pilots as to their availability in order to set up one C-47 flight.

3. In addition to the pilot problem, the necessitated reduction in the amount of cargo permitted on the Headquarters C-47 has periodically caused a back log of cargo at the processing plant. Thus far, we fortunately have been able to cope with this situation through use of the C-54 between West Coast cargo movements. The possible acquisition of an additional C-54 to replace the C-47 on East Coast schedules shows some promise of eliminating this situation from a cargo carrying and flight safety standpoint, however, it does not relieve the pilot shortage due to the frequency of priority pickups at the processing plant.

4. There are three possible solutions to the existing problem and it is believed they should be considered in the following order:

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a. Re-examine the priority system and determine the necessity of scheduling flights approximately every twelve hours for priority take.

b. Shipment of small amounts of priority cargo via commercial air.

c. Investigate the feasibility of letting a contract with a commercial air freight firm to move cargo during peak periods.

SIGNED



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Chief, Control Center

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1 Attachment

Message from  4096 (IN 32873)

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